

U. S. COAST GUARD
HEALTH, SAFETY, AND
WORK-LIFE SERVICE
CENTER (HSWL SC)
NORFOLK, VA

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Safety & Environmental Health

The Signal

A safety newsletter published to keep our most valuable assets safe and on guard.

Volume 2, Issue 2

January — March 2012

IF IN DOUBT CHECK IT OUT!

Q. What is a checklist?

A. A checklist is a list of items that help deliver high quality outputs by recognizing routine procedures needed to complete a task. They are used for memory recall, to help avoid errors and to make sure that the output is complete and consistent. For example, checklists are used for steps you must take before locking out and tagging out a piece of equipment for maintenance or repair. This might include isolating the energy source, bleeding off stored energy, review by others, adding tags and locks, logging work and utilizing the appropriate protective gloves, clothing, eye, face, head and foot protection.

Q. What are the benefits of a checklist?

A. Standardization – it helps keep outputs standard when more than one person is involved or when one person produces multiple items over time.

Prevents mental overload - it frees your mind so you can concentrate on a clear, defined, proven path of work.

Continued improvement – as new insights, activities and processes are added, additions to the checklist will improve output. People who use checklists will learn the process and save time by not reinventing the wheel.

Q. When should I use a checklist?

A. When it is required and one is provided. When the output must be of high quality and there is no room for mistakes. For complex, routine operations, when parts of the process might be omitted.

Q. How do I build and use a checklist?

A. Here is what you should include in your checklist:

- ◆ Items that are not obvious
- ◆ Recommended items
- ◆ Very important and routine items
- ◆ Items that have been omitted in the past

Checklists should be reviewed on a regular basis to ensure a consistent quality product and to keep our assets safe and secure.

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Mold ... A Growing Problem

Contributed by
LCDR Callander and HSC Velez-Balay HSWL S/C D9 Western Rivers

The Straight Scoop About Mold

Molds are simple microscopic organisms and can be found almost anywhere. Molds can grow on virtually any organic substance when moisture and oxygen are present. When excessive moisture accumulates in buildings or on building materials, mold growth will often occur, particularly if the moisture problem remains unaddressed. While it is impossible to eliminate all mold spores in the indoor environment; mold growth can be controlled indoors by controlling moisture indoors.

The Key to Mold Prevention is Moisture Control.

Repair plumbing leaks and moisture intrusion in the building envelope as soon as possible. Keep heating, ventilation and air conditioning (HVAC) drip pans clean, flowing properly, and unobstructed. It's important to conduct regular inspections and maintenance as scheduled.

Lookout for condensation & wet spots (including roof leaks on false ceilings); fix moisture problems as soon as possible. Conduct regular building inspections and preventative maintenance. Clean and dry wet or damp spots within 48 hours. Prevent condensation by insulating surfaces or increasing ventilation. Maintain indoor humidity between 30-60% by servicing HVAC systems, sealing drafts, using installed exhaust fans (in showers & kitchens), and dehumidifiers.



Unless mold growth is extensive, setting GQ is not necessary. Since indoor mold comes from outdoor sources, everyone is exposed on a daily basis, and the majority of molds routinely encountered are not hazardous to healthy individuals. However, visible mold growth must be addressed.

In all cases of mold growth, the underlying moisture problem must be corrected to prevent recurring growth. Absorbent materials such as carpets, wall board, insulation, and ceiling tiles must be removed and discarded if they are contaminated with more than a small area of growth, especially if they cannot be properly cleaned and dried. Mold clean up on hard surfaces is best done with a soap or detergent solution using a gentle cleaning method to limit dust generation. Disinfectant solutions (bleach) are recommended in specific cases such as mold growth resulting from sewage leaks. In addition, adjacent areas can be cleaned with a HEPA equipped vacuum. All materials to be reused should be dry and visibly free of mold. Basic PPE including disposable N95 respirators (properly fit-tested), gloves, and eye protection are recommended to protect personnel during remediation. For extensive mold growth, contact your local CEU or district SEHO.

If you have a concern about mold growth at your facility contact the

[Safety and Environmental Health office](#) in your AOR for assistance and guidance.

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Current SEHOs by District

Current SEHOs by District

D1: LT John Kaser	(w) 617-223-3202 (c) 757-641-2097	D9: LT Justin Erickson	(w) 216-902-6395 (c) 757-650-2172
D5: LCDR Carolyn Oyster	(w) 757-483-8496 (c) 757-647-6426	D11North: LT Thida Buttke	(w) 510-437-3762 (c) 510-290-5472
D7: LT Stephanie Carroll	(w) 305-953-2370 (c) 757-647-6399	D11South: LCDR Matt Dooris	(w) 310-521-6021 (c) 424-225-0690
D8NOLA: LT Jacob Hopper	(w) 504-253-4731 (c) 757-615-2139	D13: LCDR Kyle Lim	(w) 206-217-6341 (c) 206-310-0093
D8WR: LCDR Ian Callander	(w) 314-269-2467 (c) 757-635-7052	D14: LT Ariel Piedmont	(w) 808-842-2996 (c) 808-366-4280
		D17: LCDR Harold Hurst	(w) 907-487-5757 x138 (c) 907-654-4091



Winter Driving

Ice and Snow—Take it Slow

AAA recommends the following winter driving tips:

- * Make certain your tires are properly inflated and have good tread. Never mix radial tires with other tire types. Check your battery and anti-freeze.
- * Keep emergency supplies in your vehicle (phone charger, flares, blankets, food, water, ice scraper/snow brush, small shovel, sand or cat litter, flashlight, and jumper cables).
- * Keep your gas tank at least half full to avoid gas line freeze-up.
- * Avoid driving if you are fatigued to reduce driving risks.
- * Check the forecast and allow extra time if the weather is going to be bad.
- * Tell someone where you are going and when you will arrive.
- * Never warm up a vehicle in an enclosed area such as a garage.
- * If your car is parked outside, make sure the exhaust pipe is clear of snow.
- * If possible, avoid using your parking brake in cold, rainy, and snowy weather.
- * Accelerate and decelerate slowly. Don't stop if you can avoid it. Don't power up hills.
- * Do not use cruise control when driving on any slippery surface (wet, ice, sand).
- * Always look and steer where you want to go.
- * Use your seat belt every time you get into your vehicle.
- * In an emergency stay with your vehicle and put a bright flag out to signal distress.



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Fire in the Dryer

A Recent Mishap



CGC WAS UNDERWAY. WINDS WERE 25+ KNOTS, SEAS 15 FEET, VISIBILITY WAS CLEAR, AIR TEMP WAS 40 DEGREES F. AT 2349 THE BRIDGE RECEIVED THE REPORT OF A BURNING SMELL. A WATCH STANDER WAS DISPATCHED TO INVESTIGATE. AT 2350 THE FIRE ALARM PANEL SOUNDED FOR THE LAUNDRY SPACE. AT 2351 THE WATCH STANDER REPORTED WHITE SMOKE IN THE LAUNDRY SPACE COMING FROM A DRYER. THE BRIDGE SOUNDED THE ALARM FOR GENERAL EMERGENCY. THE WATCH STANDER TOOK INITIAL ACTION WITH A PORTABLE CO2. WHILE THE REPAIR LOCKER WAS STANDING UP, THE RAPID RESPONSE TEAM ARRIVED ON SCENE AND EXTINGUISHED THE FIRE WITH BUCKETS OF WATER. THE FIRE WAS REPORTED OUT AT 2353. THE SPACE HAD BEEN ELECTRICALLY ISOLATED. // CAUSE/JUDGMENT/ENG-DESIGN/ FAILURE//

ADD CAUSE/WHILE THE EXACT CAUSE OF THE FIRE IS NOT CONCLUSIVELY KNOWN, CGC BELIEVES THAT THE GRADUAL BUILD UP OF LINT ON THE RELAY BETWEEN THE TUMBLER MOTOR AND THE HEATING ELEMENTS ALLOWED THE CONTACTS ON THE RELAY TO BECOME STUCK, CAUSING THE DRYER TO CONTINUOUSLY RUN UNTIL THE CLOTHES INSIDE CAUGHT ON FIRE. ADDITIONALLY, THE HEAT CONTROL WAS TURNED UP NEARLY ALL THE WAY AND THE DRYER USER DID NOT RETURN TO RECLAIM THE CONTENTS.// ACTION/A DEBRIEF WAS CONDUCTED TO DISCUSS THE CREW'S EMERGENCY RESPONSE PROCEDURES AND DRYER OPERATIONS. SHIP'S FORCE REPLACED ALL EXISTING RELAYS IN ALL THE DRYERS WITH HERMETICALLY SEALED, ICE CUBE TYPE RELAYS, AND THE HEAT CONTROLS WERE BLANK-FLANGED-OFF AND SET AT LOW. TRAINING WAS CONDUCTED TO TREAT A DRYER LIKE THE PIECE OF OPERATING MACHINERY THAT IT IS AND THAT IT NEEDS TO BE MONITORED AND NOT SIMPLY TURNED ON AND FORGOTTEN ABOUT.// 2. NA// 3. PROPERTY DAMAGE// CG PROP DESC/CUTTER// LOST OP DAYS/0// CG PROP COST/CG MAT:\$3,500.00/LABOR:\$900.00/CONTRACT:\$0.00//NON-CG PROP COST/\$0.00//AUX COST/\$0.00//

5. FIRST LEVEL REVIEW/COMMENTS/CONCUR WITH INVESTIGATORS FINDING. CASUALTY COULD HAVE BEEN AVOIDED IF MEMBER HAD CHECKED DRYER AFTER 30 MINUTES HAD ELAPSED. IN ADDITION TO LIMITING HEATING SWITCH TO LOW SETTING AND REPLACING ALL RELAYS, ELECTRICIANS TOOK ALL DRYERS APART AND CLEANED ALL WIRE-WAYS AND RELAYS FREE OF LINT. LOCAL PMS ITEM IS CREATED TO CONDUCT CLEANING ON A REGULAR BASIS. REMINDED CREW TO USE GOOD JUDGMENT WHEN DRYING CLOTHES, NO GOING ON WATCH OR GOING TO SLEEP WHILE DRYING CLOTHES. REMAIN ALERT AND CHECK DRYER WHEN TIME SET ON TIMER IS DUE TO EXPIRE./

6. COMMAND REVIEW/COMMENTS/PREVENTABLE MISHAP: ALMOST A YEAR TO THE DATE OF A SIMILAR MISHAP, RECOMMENDATIONS FROM PRIOR MISHAP WERE NOT TAKEN FOR ACTION. ALL DRYER THERMOSTATS HAVE NOW BEEN SET TO THE LOWEST SETTING AND BLANKED OFF. ALL HANDS ACUTELY AWARE OF THEIR RESPONSIBILITY NOT ONLY TO MONITOR A RUNNING DRYER, BUT ALL OPERATING MACHINERY.

Video Lending Library



Need training?.....How about a video?

HSWL SC has an impressive library of Safety and Environmental Health videos for your comprehensive training needs. Topics include cold stress, winter driving, ergonomics, PPE, oil spill response, safety housekeeping, etc. Log onto <http://apps.mlca.uscg.mil/kdiv/ksevideolib/> and order online. It's easy and fast.

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C School Training

Course No.	Class	Start Date	End Date	Location
501152	Electrical Safe Work Practices	16-Apr-12	17-Apr-12	Petaluma
		11-Jun-12	12-Jun-12	Yorktown
500093	Fire Protection and Life Safety	18-Apr-12	20-Apr-12	Petaluma
		13-Jun-12	15-Jun-12	Yorktown
501156	Emergency Response Train the Trainer	30-Jan-12	03-Feb-12	Yorktown
		07-May-12	11-May-12	Petaluma
		27-Aug-12	31-Aug-12	Yorktown
500094	Forklifts and Weight Handling	12-Mar-12	16-Mar-12	Yorktown
		30-Apr-12	04-May-12	Petaluma
		14-May-12	18-May-12	Yorktown
501746	Safety Manager	06-Feb-12	10-Feb-12	Yorktown
		16-Apr-12	20-Apr-12	Petaluma
		23-Jul-12	27-Jul-12	Yorktown
500799	Shipyard Competent Person	14-Feb-12	17-Feb-12	Yorktown
		03-Apr-12	06-Apr-12	Yorktown
		22-May-12	25-May-12	Yorktown
500096	Shore Confined Space and Rescue	09-Jan-12	12-Jan-12	Petaluma
		21-Feb-12	24-Feb-12	Yorktown
		14-May-12	17-May-12	Petaluma
500813	Unit Safety Coordinator	23-Jan-12	27-Jan-12	Petaluma
		27-Feb-12	02-Mar-12	Yorktown
		19-Mar-12	23-Mar-12	Yorktown
		07-May-12	11-May-12	Petaluma

For questions contact MSTC McKay at 757-628-4392 or
Ryan.A.McKay@uscg.mil.

NOTE: All course dates are subject to change, please check TQC's website.

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A Walk on the Wild Side



We hear a lot about the dangers of driving and texting, as it is becoming an increasingly dangerous problem. But have you ever thought about how dangerous it can be to walk and text?

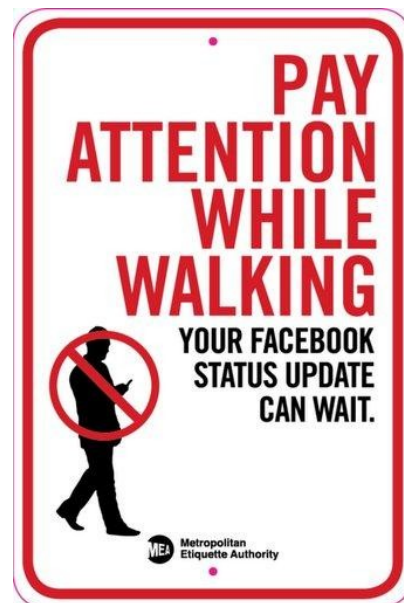
In large cities like London and New York City, where pedestrian traffic is common, people are frequently noticed bouncing off of lampposts and trash bins while walking with their head down, focused on their phone. A study of 80 hospitals reported injuries such as broken ankles, fractures, and lacerations from texting and walking accidents [Dan Judkins, UMC Trauma Center].

Coasties are not immune. One member fell off a pier when he tripped on patrol while checking the time on his phone. Another member was sending a text message and walked off the seawall into the water. Recently, a member stepped in a pothole while texting and walking

across a street late at night. He passed out after attempting to walk on his broken ankle, lying in the street for hours before coming to and summoning help. There has been at least one case of a person stepping in front of a car while texting and losing their life.

Be alert while you are moving around. If you need to use your phone, stop and do it.

Don't add to this new statistic.



Did You Know.....?

Do You Want to Super Size That?

Hungry for a burger? Did you know it could cost the Coast Guard a few thousand dollars for your convenient lunch? Okay, not actually for your burger, but for the damage that can be caused to a GV when you fail to negotiate the drive through properly. Did you know that in the last three years (FY09—FY11) there have been seven incidents where members have had mishaps while driving GV 9-passenger vans or dually trucks through fast food drive thru windows? The cost of these mishaps reached an amazing \$12,775. So while you may be tired or in a hurry, next time just park the vehicle and go inside for that burger.

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Contributed by HSCS Charles Weiss HSWL SC Afloat

High tempo operations and global presence significantly increase the opportunity of encountering pests onboard our CG vessels. These pests infest food supplies, transmit pathogens that cause disease, and greatly affect a crew's psyche. Stored product pests have been known to inhabit the following areas of a vessel:

- Food Service Areas
- Sculleries
- Mess Decks
- Ships Stores (snack, soda, candy storage areas)
- Heads/Shower
- Dry Stores/Provisions
- Berthing Areas/Staterooms
- Laundry
- Cleaning Gear Lockers
- Garbage Collection/Incinerator Rooms (378 Fleet)/Garbage Pulping Room (270 Fleet)

Rodents (mice/rats): Preventing rodents onboard a CG vessel is extremely important. Rodents carry diseases and food borne illnesses on and within their bodies. They have also been known to gnaw on electrical insulation causing fires and short outs.

Biology Overview: Rodents are excellent swimmers and can travel great distances to reach their target. They are excellent jumpers (jumping up to 6 feet). They have excellent hearing and sense of smell and are not repelled by human odors. However they do have poor vision, thus they prefer to travel along vertical surfaces using the wall as a guide. They also shy away from light, so seeing them in the daytime or in lighted areas is rare.

The Norway Rat – ("common rat", "brown rat", or "sewer rat") Norway rats are large (7 – 17 ounces / 12 – 18 inches long), brown-gray colored, aggressive animals. They are excellent swimmers and great climbers. They may be found in holds and decks throughout the ship. Their preferred foods include meat, fish, mixed grains, fruits, and vegetables, but if these items are absent they'll eat any type of food.

Roof Rat – ("ship rat" "black rat") Roof rats are most common rats onboard a ship. They weigh 4 – 13 ounces, and are 6 – 10 inches long. Most are brown or gray above, and gray or white on their underside. These rats prefer seeds, grains, vegetables, and fruit. They have also been known to eat chocolate, leather goods, and each other in order to survive.

House Mouse – These mice are small, weighing about ¾ of an ounce, with a total body length of about 5 – 8 inches. They are gray-brown and have been known to cause significant damage to electrical cords, wiring, and food stores.

Surveillance – How do you determine their presence (besides visibly seeing them)?

- ♦ Runways/Rub Marks – Routes traveled by rodents leave a dark color at the base of the bulkhead. Since their hair is oily, they leave behind this physical sign. The rub marks will darken over time with continual use and accumulation of body oils. *However, some runways are hidden from obvious view and may be anywhere. For example, if a runway is inside a pipe you won't see it, or if a rat travels along wires you may not notice it.*
- ♦ Tracks – Footprints left in the dust may be visible by shining a flashlight across the floor at an angle.
- ♦ Gnawing – Frequently rats will gnaw their way into an area to access food. They also must gnaw to keep their teeth at a preferable length since their teeth are always growing.
- ♦ Droppings (fecal matter) – Fresh droppings appear soft, shiny, and dark and vary in size depending on the species. Characteristics of rodent droppings: Norway rat – blunt (shape), ¾". roof rat – pointed, ½". house mouse – pointed, ¼".
- ♦ Urine – Rodents cannot hold their bladder or control their output so they constantly urinate. Fresh rodent urine will fluoresce with a black light. It will appear as a lime green color. Old urine will appear bluish-white.
- ♦ Rodent Hairs.

Prevention: Sanitation, by proper food handling, storage, and disposal is key to reducing the chances of drawing a rodent's attention to your vessel. Additionally; every attempt should be made to keep all bilges dry and clean. Bilge water (standing water) attracts rodents as well.

Exclusion: Rat guards shall be deployed on all CG vessels while moored (homeport or foreign port), as per COMDTINST M5100.47, Chapter 5.D.3.j.

Illumination/Movement Restrictions: Rodents are essentially nocturnal, so by lighting up gangways, ramps, piers, and access points at night you can deter rodents from coming onboard your vessel. Remove cargo nets when not in use, since rats can jump up to 6 feet to reach their target!

Pier Side Inspections: Inspect all cargo before it's loaded onboard your vessel. Look for all of the clues listed above to determine if any cargo may have rodents within.

The Ship Sanitation Control Exemption Certificate Checklist can be found at: <https://cgportal.uscg.mil/delivery/Satellite/HSWL/AFLOAT>.

Source: U.S. Navy Shipboard Pest Control Manual

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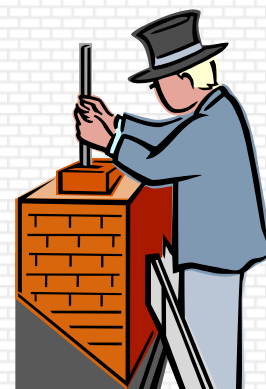
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Chimney Fires

WAYS TO KEEP THE FIRE YOU WANT... from Starting One You Don't!

Chimney fires don't have to happen. Here are some ways to avoid them:

- Use seasoned woods only.
- Build smaller, hotter fires that produce less smoke.
- Never burn cardboard boxes, wrapping paper, etc.
- Install stovepipe thermometers to help monitor flue temperatures where wood stoves are in use.
- Have the chimney inspected and cleaned on a regular basis.



SIGNS THAT YOU HAVE HAD A CHIMNEY FIRE

Since chimney fires can occur without anyone being aware of them ... and since damage from such fires can endanger a home and its occupants, how do you tell if you've experienced a chimney fire?

Here are the signs a professional chimney sweep looks for:

- Puffy creosote, with rainbow colored streaks, that has expanded beyond creosote's normal form
- Warped metal of the damper, metal smoke chamber, connector pipe or factory-built metal chimney
- Cracked, collapsed, or missing flue tiles
- Discolored and distorted rain cap
- Creosote flakes and pieces found on the roof or ground
- Roofing material damaged from hot creosote
- Cracks in exterior masonry
- Evidence of smoke escaping through mortar joints

If you think a chimney fire has occurred, call a certified chimney sweep for a professional evaluation.

PROPER MAINTENANCE

Clean chimneys don't catch fire. Make sure a qualified person inspects your solid fuel venting system annually, and cleans and repairs it whenever needed.

IF YOU HAVE A CHIMNEY FIRE

If you realize a chimney fire is occurring, follow these steps:

- Get everyone out of the house, including yourself.
- Call the fire department.

If you can do so without risk to yourself, these additional steps may help save your home. Remember, however, that homes are replaceable, but lives are not:

- Put a flare type chimney fire extinguisher into the fireplace or wood stove.
- Close the glass doors on the fireplace.
- Close the air inlets on the wood stove.
- Use a garden hose to spray down the roof (not the chimney) so the fire won't spread to the rest of the structure.
- Monitor the exterior chimney temperature throughout the house for at least 2 or 3 hours after the fire is out. Once it's over, call a certified person to inspect for damage.

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The Importance of Motor Vehicle Spotters

Crunch! Have you heard that noise while parking the unit's dually or maybe while backing the RBS into the boat bay? Unfortunately, you are not alone. In FY11, there were 125 Class D mishaps with over \$250,000 in damage involving GMV trucks, SUVs, and 15-passenger vans. Another 34 Class D trailering mishaps occurred at a cost of over \$40,000. While most of these incidents don't cause significant damage, it all adds up to a big and unnecessary bill for the Coast Guard every year, not to mention the impact of loss of use.

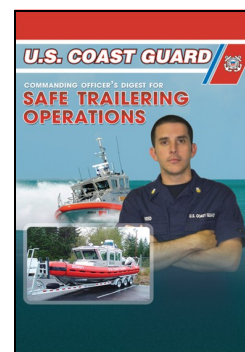
What can you do to help eliminate these fender benders? Two things – avoid tight parking and turning areas when possible and use a spotter in large vehicles like duallies or vans and while trailering in close quarters. When moving a boat into or out of a boathouse or maneuvering a large vehicle, make sure that you have at least one spotter – two is better. As a team, read through the checklist and agree on the signals to be used. Be positive that the bay door is all the way up – don't just glance and assume it is fully up. A mark on the side of the door facing may be helpful to indicate a fully opened door (or the minimum height to accommodate all boats). As a driver, make sure that you can see your spotter AND hear them before you put the vehicle in gear. As a spotter, make sure the driver can see AND hear you. Be sure that any antennas have been lowered. Watch the top of the boat, not just the sides, and please – PAY ATTENTION.



In the last five years (FY07 – FY11) spotters were used in almost half of the 356 mishaps involving trailering boats in close quarters, while backing, or while launching/recovering. Property damage amounted to over \$452,000 in these mishaps. In the same time frame, there were 158 mishaps involving GMVs that were backing or maneuvering in close quarters with a cost of over \$209,000.

Visit <https://cgportal.uscg.mil/delivery/Satellite/HSWL/MOTORVEHICLERESOURCES> to view resources about 15-passenger vans, SUVs, trucks, and trailering safety. The Trailering Performance Qualification Standards (PQS) contains helpful information about using spotters, including an appendix with standard hand signals.

Take action at your unit – increase awareness of policy and procedures and make sure that these important safety rules are followed. For additional training information and assistance, contact HSWL SC to obtain a copy of the Safe Trailering Operations guide.



Safety Rules Are Your Best Tools

Coming in the next issue of The Signal ...

"Be Alert...Be Aware...Be Alive...!"

Look for it in April 2012

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